



Telescope

WINTER, 2009
Volume LVII; Number 4

Ice Bound near Conneaut, Ohio.



DETROITHISTORICAL
SOCIETY
est. 1921



DETROIT HISTORICAL SOCIETY / DOSSIN MARITIME GROUP

Mark your calendars for these upcoming events!

Saturday, December 12 — Marine Mart at the Grosse Pointe War Memorial

If you enjoy shopping for Great Lakes and nautical-themed gifts, don't miss the 28th annual Marine Mart sponsored by the Dossin Maritime Group. This event features vendors offering such unique items as ship models, photos, artifacts, books and artwork – just in time for the holidays!

Early birds looking for that special gift can gain admission at 9 a.m. for \$10. Regular admission for \$7 begins at 10 a.m. The event runs until 3 p.m. Limited space is also available to rent at \$40 per table, with a maximum of two tables per vendor.

Contact Ebani Lowrey, Development Specialist, at (313) 833-1980 for more information, advance tickets or to purchase a table.

Saturday, February 27, 2010 — The 29th Great Lakes Shipwreck Festival Washtenaw Community College's Morris Lawrence Building, Ann Arbor

Sponsored by the Ford Seahorses Scuba Diving Club, this conference looks at the history of shipwrecks on the inland seas. The Dossin Great Lakes Museum is a partner in this event, so look for our special display. Tickets are \$15 in advance. For more information or tickets, visit www.shipwreckfestival.org.

Saturday, March 6, 2010 – Maritime Symposium at the Dossin Great Lakes Museum

This day-long symposium, scheduled from 11 a.m. to 4 p.m., kicks off the celebration of the Dossin Museum's 50th Anniversary! Meet and hear from a variety of maritime authors, divers and historians — including Joe Grimm, author of *Windjammers: Songs of the Great Lakes Sailors*, and Patrick Livingston, author of *Summer Dreams: The Story of Bob-Lo Island and Eight Steamboats: Sailing through the Sixties*. The keynote speaker will be Robert Schultz, author of *We Were Pirates*, who will talk about "Detroit's World War II Submarine."

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OUR COVER PICTURE . . . Watercolor of the MARQUETTE & BESSEMER NO. 2 car ferry icebound near Conneaut, Ohio from the McLeod Family Collection.

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operated by the Detroit Historical Society.

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DETROIT HISTORICAL SOCIETY NEWS

Mark Your Calendar continued.....

Lunch is included in the price of the symposium. Tickets are \$20 for Detroit Historical Society/ Dossin Maritime Group members and \$30 for guests. For tickets or more information, please call (313) 833-1801. Please note that due to limited seating, advance registration is recommended.

Friday and Saturday, March 19-20, 2010 — Michigan in Perspective: The 52nd Annual Conference on Local History, The Dearborn Inn

Presented by the Historical Society of Michigan, the conference includes premier offerings on topics in Michigan and regional history, including a session on 50 years of the Dossin Great Lakes Museum. Complete conference information will be available and registration will get underway in January 2010. For more information, visit www.hsmichigan.org or call (800) 692-1828.

NEW EXHIBITS AT THE DOSSIN GREAT LAKES MUSEUM



Committed to the Deep: Exploring Underwater Treasures Now Open in the Great Lakes Gallery

Shipwrecks have always been a part of Great Lakes history. LaSalle's GRYPHON, the first large vessel on the Lakes, sank on her maiden voyage. Since then thousands of ships and tens of thousands of sailors and passengers have met their fate on the fresh-water seas.

Their legacy has become an underwater treasure trove for historians, archaeologists and divers. *Committed to the Deep* explores both the artifacts and the mysteries found beneath the waves. While this is a serious subject, the exhibit is designed to be fun, informative and intriguing. A look at diving compares the "old school" hard hat suits with the high tech and agile equipment available today. Relics from the ALVIN CLARK are displayed, explaining a disaster that resulted in the development of federal and state maritime preserves and protection laws.

Join us in the quiet, underwater world where history is discovered by people who are *Committed to the Deep!*



L is for Lighthouse Now Open in DeRoy Hall

To both sailors and landsmen, there are few sights so reassuring or romantic than a lighthouse. For centuries, these sentinels have warned navigators of dangerous shoals, guided valuable commerce to waiting markets, and welcomed mariners and passengers to safe harbor. Their importance made them laboratories for new technologies and engineering techniques.

With almost 10,000 miles of shoreline, the Great Lakes are home to a concentration of navigational lights of all types. Some sit majestically on high bluffs. Others stand bravely on artificial islands miles from land.

With the advent of global positioning systems (GPS), most are no longer vital to lake commerce and are being decommissioned. In many cases, local historians and preservationists are assuming control of these monuments, restoring them and making them available to lighthouse fans from around the world. This exhibit pays tribute to these wonderful maritime landmarks!

Lost Mariners Remembered in November

by Joel Stone

On Tuesday, November 10, 2009, the Dossin Great Lakes Museum hosted its annual *Lost Mariners Remembrance*. Each year the program strives to commemorate and celebrate the lives of the thousands of men and women who have perished while serving on our freshwater seas. The memorial is traditionally held on the anniversary of the sinking of the EDMUND FITZGERALD, the last of the mighty lake ships to be lost.

This year's event focused on the loss of the MARQUETTE & BESSEMER NO.2, the first of two ships to bear that name. The MARQUETTE & BESSEMER NO.2 was a railroad car ferry launched in 1905. In December 1909 – one hundred years ago – the ship began a trip from Conneaut, Ohio to Port Dover, Ontario with freight cars full of coal. It was a trip she had made hundreds of times, but this time was different. The vessel encountered a ferocious storm and was never seen again. To this day the wreck remains undiscovered.

At the Dossin Museum, the opening Lantern Ceremony took place at dusk around the anchor of the S.S. EDMUND FITZGERALD on the museum grounds. Each year, 29 lanterns are lit to accompany tiles bearing the names of the Fitz's crew. Additional lanterns are lit representing all the officers, seamen and passengers lost at sea. Detroit Historical Society curator Joel Stone gave a brief welcome and introduction for the evening. He then introduced Patrick McLeod, of Ann Arbor, Michigan.

Mr. McLeod is the great-grandson of John McLeod, First Mate of the MARQUETTE & BESSEMER NO.2. His great-great-uncle, Robert McLeod, was the ship's captain. Patrick read the following tribute...

On December 7th, 1909 at 10:43 am the Steamship MARQUETTE & BESSEMER NO. 2 set sail from Conneaut, Ohio for Port Stanley Ontario, Canada. This daily run was expected to take a little over five hours. On board the MARQUETTE AND BESSEMER NO.2 was my great-grandfather, First Mate John C. McLeod and his brother; my great-great-uncle Captain Robert Rowan McLeod, as well as 30 other crewmen and one passenger.

Shortly after their departure a massive storm bore down on Lake Erie dropping the temperature from 40°F to 10° F in less than 24 hours. Nothing was known of the vessel until December 12th, when lifeboat #4 containing the frozen bodies of nine crew members was found by the fishing tug COMMODORE PERRY.

When a tragedy happens to a community or a family,



the devastation travels through that community like the waves on the river behind us. Unlike the water, the waves don't just travel through the community, they travel through time. We are here today not only to remember the lost, but to also understand that loss.

100 years ago the MARQUETTE & BESSEMER NO.2 vanished from the lives of the people – the families, the friends, the relatives.

But today, we still search for answers. My family in one form or another has been searching for these answers since the ship's disappearance.

Murdock Rowan, a cousin and captain of the MARQUETTE AND BESSEMER NO.1, spent a great deal of time combing the beaches of Lake Erie looking for any sign of the ship, or her crew. The community knew that when he gave up the search, all hope was lost.

Hugh McLeod retrieved the bodies of his two older brothers, John and Robert. His daughter, Donna Rodenbaugh, did extensive research both in the library and on the water. When she passed on, she gave that charge to her nephew, Robert, and now he's shared the quest with me. Each of us will contribute in our small way to understanding the loss.

Tonight you will see my father, Robert McLeod, and the Honor Guard take the memorial wreath to the water in remembrance of his Grandfather John and Great Uncle Robert as well as all those that were lost both on this ship and others. Now many of us have heard the names of the crew but what do we really know of them?

Captain Robert Rowan McLeod was the son of Donald and Isabella McLeod. He left behind his wife Murdina and three daughters Belle, Lulu and Roberta. His



MARQUETTE & BESSEMER NO. 2 - stern view

brother John left behind his wife Mary Jane and eight children, one of them was my Grandfather Edmund at age 11.

Second Mate Frank E. Stone was 25 years old when he perished. He was a master jeweler and the previous winter he had taken his Mate and Pilot examinations. He was the youngest man on the lakes, holding a full commission as pilot.

Chief Engineer Eugene Wood was 40 years old. He left behind a wife Gertrude as well as two children ages seven and five.

Edward Buckler, first assistant chief, was 33 years old. He left behind four children: Beatrice, Avery, George and a 3-month-old baby.

Each of the men were mourned. Each had a family that has gone to their graves not knowing what happened that fateful night.

In my opinion, brother Hugh must have wondered what would have been different if he had taken John's place that day, like he had planned. But instead he was given the task to bring home the bodies as they were found.

As an example of how this tragedy struck this community, I would like to read a letter received by Donna Rodenbaugh from Mrs. Gladys Eagley in 1986 after an article appeared in the local paper.

Dear Mrs. Rodebaugh,

I read your piece about the carferry's sinking. I want to tell you this. My father was overseer of the property of the Carnegie Land Co. but owned by the Steel Company. We lived on the bank of the lake about 1 ½ to 2 miles east of the Ohio & Pennsylvania state line road. On the night the carferry went down we heard the whistle. It keep blowing and Dad says that boat is having trouble. We did not know then until we heard the news. But that whistle keep blowing until it went under water.

I just had to write and tell you, I am 93 years old and I can still hear that whistle.
So this is my story.

I am confident that some day the answers to this tragedy will come, but for now we take solace in the knowledge that the families that were left behind are now with those that were lost.



Patrick McLeod - great-grandson of John McLeod, First Mate of the MARQUETTE & BESSEMER NO.2.



Balladeer Lee Murdock

Following the outdoor ceremony, guests moved into the museum past a memorial to the MARQUETTE & BESSEMER NO.2 which included photographs and blueprints of the ship. Once seated in DeRoy Hall, balladeer Lee Murdock entertained everyone with a program of chanties and lake songs. Elements of the performance were light, but Mr. Murdock instilled the seriousness of the event by closing his segment with a beautiful instrumental rendition of the Navy Hymn.

Master of Ceremonies Malcolm McAdam called forward the 2009 Lost Mariners Honor Guard for the wreath laying ceremony. They were led by Pipers Paul Maudsley and Al Robinson of the Ontario Provincial Police Commissioner's Own OPP Pipes and Drums. This year's participants included Chief Warrant Officer Jay Field of the United States Coast Guard Station Belle Isle, Captain Sondi Ryersee of the Canadian Coast Guard Amherstburg, Captain Jack Callahan of the International Shipmasters Association Lodge 7 Detroit, Constable Steve Lloyd of the Royal Canadian Mounted Police, and Mr. Robert McLeod of St. Clair, Michigan.

The Honor Guard delivered the wreath to the breakwall where it was taken by patrol craft to the center of the river and released. As the wreath floated downriver, it was saluted by a flotilla that included the US Mail Vessel J.W. WESTCOTT II, a Canadian Coast Guard cutter, a United States Coast Guard cutter, an Ontario Provincial Police



2009 Lost Mariners Honor Guard & Bagpipers

patrol craft, and a helicopter from USCG Air Station Detroit. The names of the lost MARQUETTE & BESSEMER NO.2 crew members were read by Captain Kathy McGraw of the Dossin Maritime Group, with each name accompanied by the toll of the massive bell from the CITY OF DETROIT III. As the Dossin's S.S. WILLIAM CLAY FORD pilothouse searchlight followed the wreath's progress downstream, "Taps" was sounded by bugler Ross Medos, and was answered by the "Last Post" played by bugler Denise Wright.

Following the wreath ceremony, Christopher Gillchrist, Executive Director of the Great Lakes Historical Society, offered a special program discussing the loss of the MARQUETTE & BESSEMER NO.2. Gillchrist discussed speculation regarding the ship's eventual demise – reports placed the vessel on both north and south shores of Lake Erie, and wreckage and bodies were found at widely disparate locations. He also explored reasons why it has never been located in the shallowest of the Great Lakes.

The evening closed with a benediction by Rev. Gregory C. McComas of Mariners Church, and Lee Murdock's presentation of Gordon Lightfoot's famous ballad, "The Wreck of the EDMUND FITZGERALD."



Christopher Gillchrist, Executive Director of the Great Lakes Historical Society

Special thanks go to members of the Dossin Maritime Group and staff of the Detroit Historical Society for production support, to members of the participating organizations including Bugles Across America and the United States Department of Homeland Security, and to Neil Schultheiss for producing the *Lost Mariners Remembrance* webcast, which was viewed by over 100 people worldwide.

The next *Lost Mariners Remembrance* will take place on Wednesday, November 10, 2010. For more information, contact the Dossin Great Lakes Museum at www.detroithistorical.org, or call 313-833-5538 during museum hours.

Photos by Bob Sadler



Rev. Gregory C. McComas of Mariners' Church

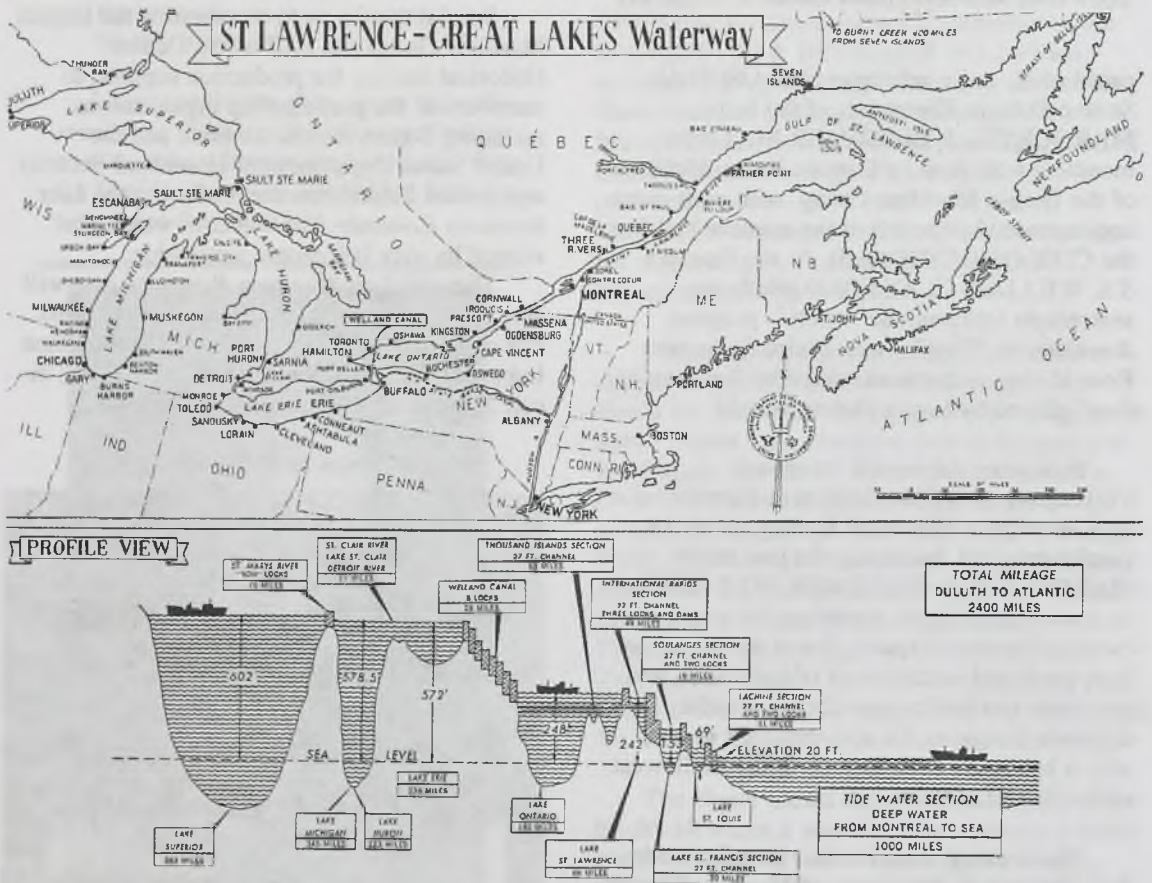
“OPERATION INLAND SEAS”: THE ST. LAWRENCE SEAWAY TURNS 50

By: Arthur M. Woodford

Portions of this article previously appeared in *The Delta News*, 66th edition, 2009.

The opening of the St. Lawrence Seaway in 1959 brought ships and their cargos from around the world deep into America’s heartland. The Seaway is a 2,342-mile-long international waterway made up of a system of canals, dams and locks that provide a passage between the Great Lakes and the Atlantic Ocean.

The present-day Seaway’s origins can be traced back to the 17th century, when the French tried building a canal to bypass the Lachine Rapids, near Montreal. While the effort was unsuccessful, the work was based on the same ideas that would drive further projects – improving navigation and producing power.



Map and profile view of the St. Lawrence-Great Lakes Waterway System.
Courtesy of the Detroit District, U.S. Army Corps of Engineers.



View of the U.S.S. MACON transiting the Welland Canal.

With a beam of 73 feet, 4 inches, this heavy cruiser was just able to fit into the 80-foot wide lock.

The beginnings of the current waterway date to 1951 when Canada passed legislation creating the St. Lawrence Seaway Authority. The Authority was charged with the construction and maintenance of the Seaway project in Canada. In 1954, the United States joined Canada in the development of the Seaway with the passage of the Wiley-Dondero Act, which created the St. Lawrence Seaway Development Corporation that would be responsible for the Seaway's facilities in the United States.

The bi-lateral agreements between the U.S. and Canada also covered the funding for the construction of the Seaway. The cost of the project was set at \$470.3 million, of which Canada paid \$336.5 million and the U.S. \$133.8 million.

Work on the Seaway began in September 1954. Four Montreal-area bridges were modified, new channels were dug and existing ones were dredged. In addition to improving navigation,

the project also included new hydroelectric facilities. These were to be developed and operated by the Power Authority of the State of New York and the Hydro-Electric Power Commission of Ontario.

Construction of the 189-mile stretch of the Seaway between Montreal and Lake Ontario was a challenging engineering feat. Seven locks were built in the Montreal-Lake Ontario section of the Seaway – five Canadian and two U.S. – in order to lift vessels to 246 feet above sea level. The locks were 766 feet long, 80 feet wide and 30 feet deep. The maximum allowed vessel size would be slightly smaller: 740 feet long, 78 feet wide, and 26 foot draft. Each lock would fill with approximately 24 million gallons of water in just seven to ten minutes. Getting through a lock would take about 45 minutes.

To create a navigable channel through the Long Sault rapids and allow new hydroelectric plants to be built immediately upriver from Cornwall,

Ontario and Massena, New York, an artificial lake had to be created. Called Lake St. Lawrence, it required the flooding of over 100 square miles of land. The flooding began on July 1, 1958 and required the residents of ten villages in Ontario, now known as "The Lost Villages," to abandon their houses to resettlement.

The creation of the Seaway also led to the introduction of foreign species of aquatic animals, including the sea lamprey and the zebra mussel, into the Great Lakes Basin. These organisms were introduced via ballast water from oceanic vessels.

Upon leaving this new lock system, ocean ships could now travel across Lake Ontario to the Welland Canal. The 28-mile-long Welland Canal, the fourth version of the waterway

linking Lakes Ontario and Erie, was first built in 1829. The present canal was completed in 1932, deepened in the 1950s as part of the Seaway project and further straightened in 1973. Today, its eight locks lift ships 326 feet over the Niagara Escarpment.

The third component of the Seaway system are the Soo Locks at Sault Ste. Marie, Michigan. First built in 1855, the lock system here raises ships 19 feet to bypass the rapids of the St. Mary's River. From this point, ocean vessels are able to sail across Lake Superior to Duluth, Minnesota, the westernmost port of the St. Lawrence Seaway System.

At last, the years of planning and hard work came to an end. On April 25, 1959, the Seaway opened to deep draft ocean navigation. The first vessel to enter the St. Lambert Lock at Montreal



The U.S.S. MACON sailing up the Detroit River on her way to Chicago.

Shortly after, she sailed past Harsen's Island.

This photo was taken from the roof of the *Detroit Free Press* building by a staff photographer.



It was a memorable event when on July 3, 1959 Queen Elizabeth and Prince Philip cruised up the St. Clair River on the Royal Yacht BRITANNIA passing a large crowd on the shore, all the way from the Old Club to Russell Island. This picture was taken by Warren J. Windisch as the yacht rounded the southeast bend of the river.

was the Dutch freighter PRINS WILLEM GEORGE FREDERICK.

Two months later, on June 26, 1959, Her Majesty Queen Elizabeth II and President Dwight D. Eisenhower officially dedicated the Seaway. Aboard the royal yacht BRITANNIA, the Queen, the President, and their guests, crossed through ceremonial gates at the approach to the St. Lambert Lock and proceeded through Cote Ste. Catherine Lock to a naval review on Lake St. Louis near Montreal Isle. Led by the United States Navy heavy cruiser U.S.S. MACON, the 28 warships of Task Force 47 were dressed out in their finest. Their crews manned the rails to cheer the Queen and President as their signal guns fired 21-gun salutes. Following the review, the BRITANNIA and the warships of "Operation Inland Seas" called at all the major ports of the Great Lakes, some sailing as far west as Duluth.

While this was indeed an important event in the history of the Great Lakes, the highlight for residents of Harsen's Island was the day in early

July 1959 when HMY BRITANNIA, followed by the U.S.S. MACON, sailed up the South Channel on their way to Chicago to participate in that city's International Fair and Exposition. It was a grand day indeed for the people of Harsen's Island and the St. Clair Flats to see these ships sail by.

Since its opening in 1959, the St. Lawrence Seaway has facilitated the shipment of more than 2.3 billion tons of cargo, valued in excess of \$350 billion to and from some 50 countries. The Seaway has been recognized as one of the great engineering projects of the 20th century, as well as a successful model of bi-national cooperation.

Editor's note: For the author of this article, now a full-time resident of Harsen's Island, the opening of the St. Lawrence Seaway was a particularly significant event. As a midshipman, he served aboard the U.S.S. MACON during her cruise of the Great Lakes participating in "Operation Inland Seas."

SEAWAY WRECKS

CEDARVILLE and TOPDALSFJORD May 7, 1965

The citizens of Rogers City had barely begun to recover from the loss of the str. CARL D. BRADLEY when another tragedy struck the city. The self-unloader CEDARVILLE, operated by the Bradley Transportation Company had departed Calcite, MI., loaded with limestone for Gary, Indiana. Later that day as the CEDARVILLE neared the Straits of Mackinac, the fog worsened. The CEDARVILLE radioed the saltie WEISSENBERG, traveling eastbound thru the Straits, and they agreed to pass port-to-port. Unknown to the CEDARVILLE was the Norwegian saltie TOPDALSFJORD, sailing ahead of the WEISSENBERG. Capt. Joppich on the CEDARVILLE attempted to contact the TOPDALSFJORD on the radio, but to no avail. Out of the fog, the lookout on the CEDARVILLE saw the TOPDALSFJORD just off their port bow and the collision was eminent. The TOPDALSFJORD struck the CEDARVILLE on her port side, creating a gash for water to pour in. Capt. Joppich attempted to beach the CEDARVILLE near Mackinaw City, but the vessel rolled over and sank in 105 feet of water. Many of the crew had attempted to don lifejackets, but 10 crewmen had lost their lives. The WEISSENBERG had followed the CEDARVILLE and rescued 27 crewmen.



CEDARVILLE



Photo by Greg Rudnick

TOPDALSFJORD - Collided with CEDARVILLE

NORDMEER
November 19, 1966

On November 19, 1966, the German saltie NORDMEER was sailing upbound on Lake Huron enroute to Chicago with coiled steel. Around 8:30 p.m. in the darkness, the vessel made a turn at Thunder Bay Shoal, but turned inside the buoy and shortly thereafter the NORDMEER ran aground on the rocks. The crew radioed for help and the SAMUEL MATHER arrived to remove 35 crewmen to safety while a skeleton crew remained onboard with hopes of salvaging the vessel. Within a week, a November gale was brewing on Lake Huron and the crew made the decision to abandon ship. A Coast Guard helicopter arrived to transfer the crew from the NORDMEER to the icebreaker MACKINAW. Shortly afterwards the crew witnessed the breakup of the NORDMEER. Today the remains of the wreck are marked on the Lake Huron chart.

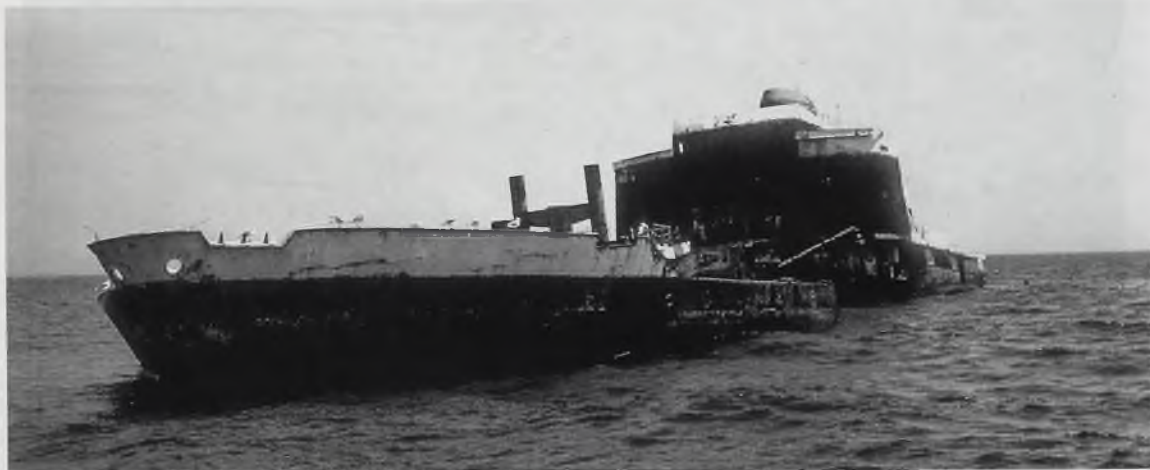


Photo by Greg Rudnick

NORDMEER



ARTHUR B. HOMER

Photo by Greg Rudnick



NAVISHIPPER

Photo by Greg Rudnick

ARTHUR B. HOMER and NAVISHIPPER
October 5, 1972

On a clear day in October, the ARTHUR B. HOMER was loaded and downbound in the Detroit River while the saltie NAVISHIPPER was upbound in the river, but without a pilot, which was not required at the time. The NAVISHIPPER missed a turn in the river near Fighting Island and collided with the HOMER head-on. The HOMER sustained \$750,000 damage to her pilothouse and forward cabins, while the NAVISHIPPER sustained bow damage. After being released by the Coast Guard, the HOMER was towed to Detroit to unload and later proceeded to Lorain, Ohio for repairs. The NAVISHIPPER was towed into Detroit to unload and departed for repairs.



PHOTINIA - stranded near Milwaukee - total loss.

PHOTINIA
May 12, 1978

The British saltie PHOTINIA was anchored off the Milwaukee breakwall waiting for vessels to load grain. As the weather worsened in the afternoon, the decision was made to depart for open water and wait out the storm. As the crew prepared to raise the anchors, the engine room reported problems in maintaining steam pressure to run both anchor winches and steering engine. As the wind speed increased to 50 knots and 15-foot waves, the captain realized that both anchors chains had crossed. By dinnertime, the PHOTINIA was unable to remain anchored, and was drifting 100 feet a minute towards shallow water. The high winds created havoc for the light vessel and swung her around in the heavy waves. As the vessel began to sustain damage, she finally was forced aground on a shoal, five miles from where she originally anchored. An SOS call was made to the Coast Guard, who arrived within two hours to begin rescuing the crew. The crew assembled at a small area on the PHOTINIA's stern and slowly were evacuated. Four hours later, the captain was the last crewman rescued. The PHOTINIA was declared a total loss and abandoned by her owners. Selvick Marine Towing purchased the salvage rights. On July 7th, the vessel was refloated and towed to Sturgeon Bay, WI. Two weeks later, a survey of the vessel determined that damages exceeded \$2.8 million. It was decided to scrap the vessel.

GREAT LAKES & SEAWAY NEWS



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<i>Soo Today</i>	<i>TMHS Scanner</i>	<i>Wheelhouse</i>
Lake Carriers Association		

JULY, 2009

July 1 ...With the assistance of France, the State of Michigan is investigating a shipwreck in Lake Michigan that the Great Lakes Exploration Group believes is the 1679 GRIFFON, the first major ship to sail the Great Lakes. The wreck is believed to lie between the St. Martin Islands and Escanaba. Michigan hopes to claim any of the wreck's artifacts as state property.

... Staten Island ferry JOHN J. MARCHI, built in Marinette, lost power and collided with the dock at Staten Island, injuring 15 people. There were no serious injuries.

... Cement carrier ALPENA is back in service.

July 8 ...Kewaunee, WI hopes to acquire the ownership of the local lighthouse, which the Coast Guard no longer wants to maintain. The Coast Guard is planning to keep the light's fifth-order fresnel lens operating.

July 11 ...Bob Jardine, age 79, NORONIC crewmember when it burned in 1949, passed away in Sarnia, Ontario.

July 13 ...The Windsor-Detroit truck ferry is protesting C\$25,000 in icebreaking fees levied by the Canadian Coast Guard. The ferry has been enmeshed in a four-year dispute with Ottawa over the service fee. Gregg Ward, the operator, says that the U.S. Coast Guard provides icebreaking for him for free. Two other ferry services, the Algonac-Walpole Island ferry and the Marine City-Sombra ferry, have refused to pay the fees, and the Canadian government has agreed to forgive them C\$750,000 in fees. The Amherstburg-Bob-Lo Island ferry also has been exempted from fees.

... The Port of Toledo trade is down about 40%, compared to 2008. Coal is down 39%, general cargo 75%, and petroleum down 74%. Overseas is down 96%.

July 14 ...U.S. Department of Transportation appropriated \$7 million to an off-shore wharf in downtown Detroit, that could be used for passenger ships, and possibly a ferry service. It is hoped people from downriver and Monroe County would use a ferry service to downtown Detroit. Another service would handle cross-river traffic to Windsor.

July 16 ...Fisheries and Oceans Canada will be pouring red dye into the St. Clair River this summer to provide data for hydro-dynamic models to improve understanding of the operation of the river.

GREAT LAKES & SEAWAY NEWS



Photo by Jeff Cameron

Lake visitor VICTORIA released by pirates.

July 18 ...The saltwater bulk carrier VICTORIA, a Lakes visitor, was released by the pirates who captured her in May. A European Union naval force provided two frigates to assist the ship. The master and crew are all well. Unconfirmed reports say a U.S. \$1.8 million ransom was paid for the release.

... It's been two years since any commercial traffic was seen in Wallaceburg, Ontario. Two barges of fertilizer arrived today, hopefully re-opening the port to commerce.

... The Canadian government is taking U.S. Steel to court to force the company to live up to promises it made two years ago when it acquired Stelco. The company had promised to increase capital spending, production, and research and development. Canada's large steel companies have all been acquired by foreign interests.

... ALGOISLE tied up beside the CANADIAN PROVIDER in Hamilton for a temporary lay-up.

July 20 ...ALGOPORT is transiting the Panama Canal, under her own power for this portion of the trip, on her way to China for rebuilding and a new forebody.

... One passenger was transported to a hospital when NAUTICA QUEEN lost power and hit sheet piling in the Cuyahoga River. The dinner cruise vessel was returning to her dock after a generator started smoking.

July 24 ...Northwestern Michigan College is working on mapping the bottom of Grand Traverse Bay. The school is using sonar to distinguish different bottom features, such as shipwrecks, sand bars, and rocky shoals. This is the only place on the Lakes where high-resolution water mapping practices are used. The college's research ship NORTHWESTERN, captures the imagery in thousand-foot-wide swaths as they move back and forth across the bay. Present charts date from the 1920s. The technicians think that they have located the hull of the tug LAUREN CASTLE, which sank in 1980. The sensitive sonar has even picked up schools of whitefish.

... A group of Buffalo-area divers would like to raise the wreck of a schooner which may be the CALEDONIA, and put it on display inside a giant water tank in a Buffalo marine museum. They believe by doing so, more people could see the almost-perfectly intact 85 ft. vessel. The vessel lies in Lake Erie just west of Dunkirk, NY. The CALEDONIA, an 1807 British vessel, built for the Northwest Company's fur trade, and captured by the Americans during the War of 1812, was sold to private owners in 1818 and renamed GENERAL WAYNE. Because an American coin dated 1834 was found on the wreck, researchers believe it sank shortly after that date.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

NAUTICA QUEEN hits sheet piling in Cuyahoga River.

July 25 ...In the Port Weller area, while traveling from Halifax to Nanticoke, Ontario, Algoma's new tanker ALGOCANADA experienced an explosion in the bow thruster compartment. There was no structural damage, nor any injuries.

July 30 ...U.S. Steel has recalled 800 workers to its Granite City, Illinois Works. The company hopes to restart a Minnesota pellet plant in September.

July 31 ...PETROCHEM SUPPLIER. Hull BSC 768, was christened by Paola Vianello, wife of Fincantieri Chief Engineering officer. The barge, built for U.S. Shipping, is 521' in length and 72' wide.

... Voyageur Marine Transport's ship, MARITIME TRADER, joined the Hamilton lay-up fleet when she tied up at Pier 25.

AUGUST, 2009

Aug. 2 ...The Canadian Soo Lock, once the world's largest, is once again open to recreational traffic after the lengthy replacement of all eight of its gate anchors. The lock is operated from 9 a.m. to 9 p.m. until Labor Day and from 11:30 a.m. to 7:30 p.m. from September 8 until October 15. The lock was completed in 1895, and was the first lock powered by electricity.

... Tug CORPUS CHRISTI and barge PETROCHEM SUPPLIER passed Detroit on their downbound delivery trip.

... U.S. and Canadian ports loaded 2.9 million net tons of limestone in July, a decrease of 31% compared to 2008 figures.

GREAT LAKES & SEAWAY NEWS

Aug. 6 ...As a reflection of a small increase in steel production, Cliffs Natural Resources called back 100 employees to its Oak Grove coal mine near Alger, AL. The mine produces metallurgical coal.

... Iron ore tonnage totaled 3.5 million tons in July, a 635,000 ton increase over June. This reflects a slight increase in production rates at steel mills. Mill utilization was at 45% of capacity, but has risen to 52%. For the year, iron ore trade is at 12.8 million tons, a decrease of 60% from 2008.

... Lower Lake Towing's KAMINISTQUA arrived for a temporary lay -up in Goderich, Ontario.

Aug. 7 ...Arcelor Mittal is in the beginning stages of restarting one of its Cleveland blast furnaces, the C-5, a hot mill, tandem mill, steel shop, galvanizing line, and pickle line at the East Side manufacturing and annealing plant.

... USCG Air Station Detroit airlifted an injured crewman to Windsor, Ontario, from the ALGOLAKE, which was 27 miles off Cleveland.

Aug. 8 ...The new Lorain/Put-in-Bay ferry, JET EXPRESS IV, took on a load of bad fuel on its delivery trip to Lorain. The tank with the bad fuel was drained, and the engine's fuel system purged.

Aug. 11 ...Michigan City pierhead light was vandalized with graffiti. When the light was repainted, the graffiti reappeared the next night. The City is considering installing video surveillance cameras.

Aug. 12 ...In Manitowoc, carferry BADGER's engineers replaced a piston on one of the ferry's main Skinner Uniflow engines between runs. The return to Ludington was delayed a couple of hours.

... The number of trips by commercial vessels in the St. Lawrence Seaway system is 28% lower than 2008. Transits for the entire system are down from 2,018 in 2008 to 1,450 in 2009.

... Tug TONY MACKAY with Barge NIAGARA SPIRIT lost steering while upbound in the seaway off Waddington, NY. She was able to stop for repairs at the tie-up wall at the Iroquois Lock.

Aug. 14 ...Cleveland's museum submarine, the 66-year-old USS COD, celebrates 50 years as a nautical memorial to submariners and veterans of WWII navy service. The COD is the only WWII sub displayed in its original WWII configuration. The anniversary was marked with the simulated firing of the COD's five-inch deck gun and the starting of one of the 16-cylinder Cleveland diesels for the first time in 40 years. The COD is credited with sinking 40 Japanese ships, including a destroyer.

... The heavy lift ship, MARINELINK EXPLORER, is being converted to a barge. The wheelhouse and accommodations are being removed in Port Colborne. She will be pushed by the tug COMMODORE STRAITS, which is having a raised pilothouse added.

Aug. 19 ...The U.S. brigantine NIAGARA returned to the scene of her victory at the Battle of Lake Erie during the War of 1812 to celebrate Commodore Perry's birthday, and educate the public about a 19th century sailor's life.

Aug. 20 ...A high-speed ferry to the Lake Erie Islands will be unveiled Thursday, although a beginning date for service has not yet been announced. The Lorain Port Authority purchased a 98', 149-passenger vessel from Port Imperial Ferry Corp. of New Jersey. The boat, renamed JET EXPRESS IV, arrived in Port Clinton August 1, and is being reconfigured.

... Coal shipments in July totaled 3.2 million net tons, a decrease of 1.1 million tons compared to 2008. The trade was 26% off 2008's pace. Coal shipments for the year stand at 14.2 million, a decrease of 28% compared to last year. The trade is almost 30% off the five-year average for the January through July time frame.

• GREAT LAKES & SEAWAY NEWS

Aug. 22 ...U.S. Steel is planning to resume operations at its Zug Island mill in Detroit. The company had been running at 32% of total capacity.

Aug. 24 ...BURNS HARBOR will be out of service for about a week as she has gone to Sturgeon Bay for repairs.

... Replica sailing ships PINTA and NINA were initially unable to transit the Chicago Sanitary and Ship Canal because of the electric asian carp barrier. The USCG usually prohibits all wood and fiberglass vessels from going into the highly-electrified canal. The barrier shoots two volts an inch into the water. Sparks can fly off the metal fittings on vessels. The wooden vessels were permitted to be towed through the canal by a steel tug.

Aug. 25 ... Corps of Engineers approved the Cleveland-Cuyahoga Port Authority long-range plans to move the port from downtown to a site at East 55th Street, to be partially created from dredging spoils. The Corps called the site a more expensive option than they would have chosen, but said that if the Port Authority is willing to spend the extra money, the Army Corps of Engineers approves the Port plans to move to a 200-acre site sometime after 2020. The Port Authority hopes to redevelop the current downtown port area into high-end residential housing.

Aug. 26 ...HMCS VILLE DE QUEBEC is leaving her Halifax base to conduct a month-long recruiting cruise of the St. Lawrence and Great Lakes, stopping at 11 cities. She is named in honor of a WWII corvette that escorted convoys between North America and the Mediterranean in 1943-45.

Aug. 27 ...Bay Shipbuilding Company will lay off approximately 405 people. The slump in the economy is the cause.

... The wreckage of the Str. SAMUEL F. HODGE has been discovered in Lake Ontario near Oak Orchard, NY. The vessel caught fire in 1896 while on a voyage from Cleveland, OH to Prescott, Ontario with a cargo of 600 tons of wire. The Str. ST. JOSEPH was able to rescue all but one of the crew.

Aug. 29 ...Canfornav's EIDER experienced mechanical problems in the Seaway and tied up to the lower wall of the Iroquois Lock for repair.

... The new tug DUBLIN SEA, built in Marinette, WI, went out on sea trials. Her new barge, DBL185, is almost ready to leave Bay Shipbuilding in Sturgeon Bay, WI.

Aug. 30 ...The Canadian Lock at the Soo is closed again because of failure of the lock's two upstream valves. The lock can be reopened as soon as at least one valve is repaired.

Aug. 31 ...Hannah Marine's fleet has been seized by the company's creditors. A U.S. Marshall will sell the tugs and barges.



USS COD celebrates 50 years
in Cleveland as a museum.

Photo by Greg Rudnick

GREAT LAKES & SEAWAY NEWS

SEPTEMBER, 2009

Sep. 1 ...While supplying northern settlements, ZELADA DESGAGNES grounded at the Arctic settlement of Puvirnitug. Temporary repairs were made.

Sep. 3 ...The Thunderbird Mine in Eveleth, MN and the Fairlane Pellet Plant in Forbes, MN will increase production. The Minntac Pellet Plant is back in production, operating three of its five lines.

Sep. 5 ...Canadian Soo Lock reopened. One intake valve has been repaired.

Sep. 6 ...Iron ore shipments totaled 3,251,657 net tons in August, a decrease of 52% over 2008. For the year, the Lakes ore trade stands at 16.1 million tons, a decrease of 59% from 2008.

Sep. 7 ...The ALGOPORT broke in half and sank in heavy weather while being towed to China. The vessel was being buffeted by tropical storm Djuan, which passed nearby. The ship was approximately one week away from the Chengxi Shipyard. The ship sank in 5,000 meters of water. The ALGOPORT was built in Collingwood in 1979.

Sep. 8 ...Fog closed the St. Marys River. Vessels anchored include the ALPENA, AMERICAN CENTURY, KEEWENAW STAR and EDGAR B. SPEER.

Sep. 9 ...The lateral hydraulic assistance will be used for upbound vessels with beams of 22 meters or less at the Beauharnois Lock. The device is hoped to replace lines and line-handlers

... ALGOMARINE is fitting out, and MESABI MINER is back in service.

... The Cleveland Port Authority is intending to start regular container service to Montreal, and will apply for \$35 million to \$45 million in federal stimulus money to establish the container shipping line. The officials propose a once-a-week service by 2011. The taxpayers would underwrite all operating costs in the first year, and for much of the next two years. The winter closure of the Seaway is one of the stumbling blocks to this service.

... The new barge, JOHN J. CARRICK, arrived in Halifax for the first time after her construction in China. Her tug, VICTORY, honors the ship built for Interlake Steamship Company in 1895. After Upper Lakes acquired the ship in 1940, she was renamed VICTORIOUS. She was retired in 1969, and her hull was used in building parts of Ontario Place in Toronto, and can be seen with those of her fleetmates, HOWARD L. SHAW and DOUGLASS HOUGHTON. The names are visible.

Sep. 10 ...Toledo Port Authority has applied for federal funds to build a \$5 million high-speed catamaran that will be based in Toledo. The vessel could be launched by mid-2010. The Port Authority would have to partner with an operator to provide service from the Port's new passenger terminal.

... Shipments of limestone from U.S. and Canadian ports stood at 3,048,988 net tons for August, a 31.4% decrease from 2008.

... ZELADA DESGAGNES arrived in Halifax for permanent repairs after her Arctic grounding.

Sep. 11 ...Algoma Central announced a search for a stern that could be used with the forebody already being built for the recently lost ALGOPORT. It is not known if the company will build new or find a suitable existing vessel to use.

... While pushing barge ALOUETTE SPIRIT downbound in the Seaway, tug WILF SEYMOUR experienced an engine failure, and was delayed at the upper tie wall of the Eisenhower Lock, slowing downbound traffic.

• GREAT LAKES & SEAWAY NEWS

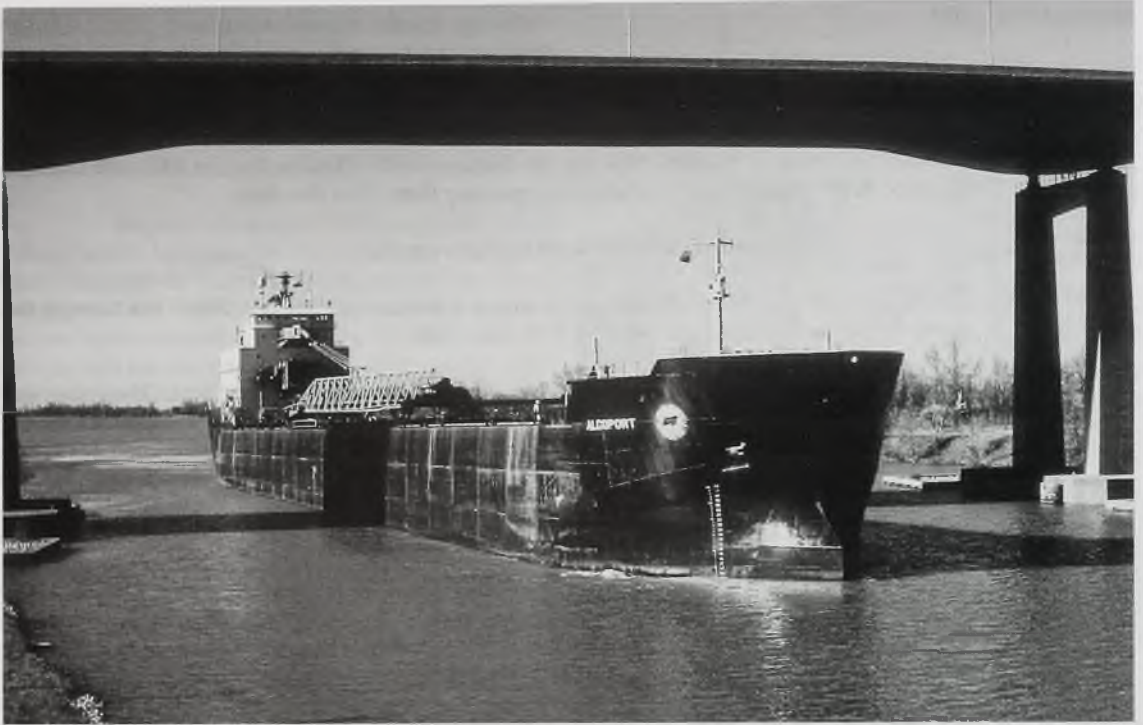


Photo by Greg Rudnick

ALGOPOINT breaks in two and sinks enroute to China for rebuilding.

... On September 12, the tug TONY MACKAY arrived from Lake Ontario to take the WILF SEYMOUR to Prescott, Ontario for repairs. The TONY MACKAY returned to the Eisenhower Lock and took the barge ALOUETTE SPIRIT to her intended destination, Montreal.

Sep. 12 ...Cliffs Natural Resources expects a sales volume of 16 million tons, up from 14 million tons, at its United Taconite operation.

Sep. 13 ...Tug JOYCE L. VANENKEVORT and barge GREAT LAKES TRADER arrived at the lakefront dock in Cleveland with the first ore cargo of the year.

Sep. 14 ...A USCG boat from Bayfield, WI evacuated an ill crewman from the AMERICAN CENTURY, approximately 40 miles northwest of the Apostle Islands. The man was later moved by air from Bayfield to a Duluth hospital.

... CANADIAN PROVIDER left her lay-up dock in Hamilton, but returned soon after with mechanical difficulties.

Sep. 15 ...Upper Lakes Shipping and Algoma Central Corp. have loaned a MaK 6M25C diesel to Georgian College's Great Lakes International Marine Training Centre to make the college a training center for MaK diesel maintenance. Engineers previously had to go to Germany for training.

Sep. 16 ...The City of Luna Pier is considering partnering with Jet Express to start a ferry service to Cedar Point. The 35-mile run would save drive time around the irregular coastline between southeast Michigan and Cedar Point.

GREAT LAKES & SEAWAY NEWS

... U.S. Steel's Keewatin Taconite operation is slowly restarting. Maintenance workers are called back first, and eventually all workers are expected to return.

... Tug MANITOU left the Toledo Frog Pond with the PERE MARQUETTE 10 bound for a LaSalle, Ontario scrap yard. PERE MARQUETTE 10, U.S. 249091, a river carferry, was built for the C&O Railway by Manitowoc Ship Building Company (Hull 393) in 1945. Her engines were two three-cylinder Skinner Uniflows, producing a total of 6400 hp. She operated on the Detroit, and later, St. Clair, rivers, and was cut down to a barge in 1974.

Sep. 19 ...The tour boat FRIENDSHIP took a fundraising cruise to help restore the former Bob-Lo boat, COLUMBIA, designed by Frank E. Kirby and built in 1902, and now slated to be taken to the Hudson River for operation. She is one of the oldest surviving passenger steamships.

Sep. 22 ...The U.S. Border Patrol on the Detroit River is deploying a prototype patrol boat that can reach speeds of at least 75 mph. The Advanced Concept Demonstrator is 43 ft. long and is powered by four 350-hp engines. The craft has a complete package of electronics that can see a mile out, photograph and track subjects. Heat sensors can locate objects up to three miles away.

... Striking members of United Steelworkers, Local 5000, delayed the loading of the AMERICAN CENTURY for several hours. About 80 members of the union went on strike after they were locked out of the six former Oglebay Norton (Columbia) boats they now sail for American Steamship.

Sep. 25 ...The Eastern Ontario Artificial Reef Association has been hoping to turn the HMCS TERRA NOVA into a reef by sinking it just east of Gananoque in approximately 130 feet of water. Governmental red tape is delaying the project.

Sep. 26 ...ALGOMA DISCOVERY, the former DAVIKEN, grounded in mud while outbound from Bremen on the River Weser with a load of steel for Ravenna, Italy.

Sep. 27 ...Carferry BADGER ended its season for 2009 two weeks early, as she is going into Sturgeon Bay, WI for her five-year inspection.



Carferry PERE MARQUETTE 10 heads to scrap.

• GREAT LAKES & SEAWAY NEWS



Photo by Greg Rudnick

Detroit River cruise raises funds to restore Str. COLUMBIA to her former glory.

... Work continues on the 110-ft. former Coast Guard tug APPALACHEE. The vessel is at Cleveland Ship Repair.

... The former Coast Guard station at the mouth of the Cuyahoga River is being stabilized, using a \$100,000 grant from the State of Ohio. The station was built in 1940 in Art Deco style, and became the newest building abandoned by the USCG in 1976, the same year it was placed on the National Register of Historic Places. It has lain abandoned and vandalized since 1976.

... A study has determined that Lakes Huron and Michigan are not losing an inordinate amount of water to Lake Erie, and there is no need for flow-restricting barriers demanded by the Georgian Bay Association. The study acknowledged that the flow accelerated after a monumental ice jam in 1984 scoured the St. Clair River to release about 45 billion gallons more than normally escaped per day. The problem repaired itself within a few years.

Sep. 29 ...CCG GRIFFON departed former Port Weller drydocks, now called Seaway Marine & Industrial, Ltd. She was in the yard for a life-extension refit, which will add approximately ten years to her service life.

... The University of Minnesota at Duluth recently launched a seven ft. unmanned remote-controlled research submarine. The yellow submarine, nicknamed "GITCHIE GAMI," is used to study oxygen in the water, underwater organisms and nutrients in the Lake.

Sep. 30 ...Coal shipments on the Lakes in August totaled 3.6 million net tons, a 13% decrease as compared to 2008. The August, 2008 shipments were somewhat depressed, so this year's shipments are almost 23% off the five-year average for August.

GREAT LAKES & SEAWAY NEWS •

SALES AND RE-NAMINGS:

The 1962-built tug, JOYCE B. GARDINER, has been renamed the W. J. ISAAC PURVIS by her owners, Purvis Marine.

Algoma Marine has taken delivery of a new bunkering tanker, the SAMISTAL DUE, built in 2007. The 2,999 gross-ton-tanker will be renamed ALGOMA DARTMOUTH. It is believed this ship will replace the present bunkering tanker in Halifax, the N. T. DARTMOUTH, the former IMPERIAL DARTMOUTH.


The EPA is planning to outlaw the use of residual oil, sometimes known as "Bunker C," and require all ships to use low-sulphur diesel. This regulation would spell the end for steam-powered American and Canadian vessels and increase the costs of others enough that they would be only marginally profitable. Without these ships, more cargo would be diverted to rail or trucks, thereby increasing pollution, and making steel production in North America less competitive. ST. MARYS CHALLENGER and EDWARD L. RYERSON are among the ships endangered by these regulations.



CCG GRIFFON refurbished at Port Weller.

Photo by Greg Rudnick

BACK COVER PHOTO: A collage of images from the 2009 Lost Mariners Remembrance at the Dossin Great Lakes Museum. (Photos by Bob Sadler)

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